# Cures Blood Poison IOWA CENTRAL

A Trial Treatment Sent Free to All Who Suffer From Any Stage of the Disease.

Cures Cases That Hot Springs and All Other Treatments Failed to Even Help.

There has been discovered by the State Medical Institute, 200 Elektron Bidg., Ft. Wayne, Ind., the most remarkable Blood Poison cure ever heard of. It has cured all such indications as mucous patches in the mouth, sore throat, copper colored spots, chancres, ulcerations on the hody and in hundreds of cases where the hair and eyebrows had fallen out and the whole kin was a mass of boils, pimples and ulcers this wonderful specific nas completely changed the whole body into a clean, perfect condition of physical health. Every railroad running into Ft. Wayne brings scores of sufferers seeking this new and marvelous cure and to enable those who cannot travel to realize what a truly marvelous work the institute is accomplishing they will send free to every sufferer a free trial treatment so that everyone can cure themselves in the privacy of their own home. This is the only known cure for Blood Poison. Do not hesitate to write at once and the free trial will be sent sealed in plain package.

The way Barr's are selling dry goods now makes it worth walking downtown to buy them. All our summer goods have had the prices temptingly re-marked. None but the brave deserve the bargains in such crises

# INTERIOR SHIP CANAL.

Discussed by Western Society of Engineers.

Chicago, June 29.—A waterway 29 feet deep from the Great Lakes to the Gulf of Mexico was the subject of discussion at the meeting of the Western Society of Engineers to-night. The projects presented by engineers who had given the matter the better part of a life study made the realiza-tion of this interior waterway seem very

by engineers who had given the matter the better part of a life study made the realization of this interior waterway seem very probable.

The Mississippi River from Cairo to the Gulf was covered by Mr. James A. Seddon in a paper on "Reservoirs and the Control of the Lower Mississippi." Mr. Seddon for the last twenty years has been engaged exclusively in a study of the phenomena of this river and its tributaries.

Mr. Cooley stated that works between Chicago and St. Louis can be built with the same degree of certainty as about the Great Lakes. He claimed that a fleet of six barges, each carrying 2,000 tons of dead freight, or a total of 12,000 tons, can reach St. Louis every month in the year. He claimed, further, that if hydraulic dredges maintain a low-water depth of eight to ten feet below St. Louis, this fleet can go through to the Gulf for an average of over eight months of each year. To obtain twenty feet from Chicago to St. Louis is only a question of additional water and further dredging. This additional water and further dredging. This additional water as chicago, costing about 60 per cent of the Sanitary District's liability. The additional dost from Chicago to St. Louis will be about three-fourths of that to obtain fourteen feet, or about \$20,000,000.

Mr. Cooley proposes to construct a dam in the bluff gorge above Commerce, about 40 miles below St. Louis and fifty miles above Cairo. The effect of this dam is to take out about half of the low-water slope of the Mississippi River, which is now excessive. With this reduction of slope and an addition of 50 per cent to the low-water volume at St. Louis provided by the Chicago canals, he considered that it will be practicable to obtain twenty feet of water at all stages between St. Louis and Commerce, and that Mr. Seddon's slack-water system could be extended to Commerce.

### DIVISION OF TRAFFIC.

Presidents of Western Railroads Adjourn.

REPUBLIC SPECIAL Chicago, Iil., June 20.—The meeting of presidents of the Western roads adjourned to-night after practically agreeing to a di-vision of traffic between Chicago and the principal Missouri points. The agreement, however, is said to be a provisional one and subject to votes of one or two lines whose officers are still undecided as to the proper action.

whose officers are still undecided as to the proper action.
Secrecy has surrounded the actions of the presidents during the conferences. Those attending the meetings persistently refused to impart information regarding the proceedings, and to an absolute certainty just what they accomplished or what plans were definitely agreed upon is still a matter of conjecture.

what they accomplished or what plans were definitely agreed upon is still a matter of conjecture.

The opposition to form a money pool, it is said, went by the board for the reason that several presidents were apprehensive, in the absence of power to legally enforce pooling contracts, that some of the roads might get ahead of the business allotted them and then refuse to even up with the other lines in the combine.

# J. N. ADAMS KILLED.

Clemons Wilson Pleaded Self-De fense-Bond Granted.

REPUBLIC SPECIAL. Odessa, Mo., June 20.—During a quarrel yesterday, J. N. Adams, was shot and in-stantly killed by Clemons Wilson. Both parties are respectable farmers of community. Wilson's preliminary trial held here to-day and he was released bond, pleading self-defense.

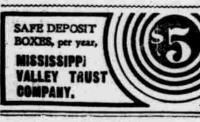
# HOME SOCIETY MEETS.

Ewenty States Represented in dianapolis Conference. Indianapolis, Ind., June 20.—The first sea

indianapolis, Ind., June 29.—The first sension of the annual meeting of the Children's Home Society, was held this morning at 3 o'clock in Plymouth Church. At roll call members of the society reported from Illinois, Missouri, Wisconsin, South Dakota, Kentucky, Ohio, West Virginia, Iowa, Pennsylvania, Michigan and Indiana. Twenty States in all are represented.

President Henderson of Chicago presided.

# SPECIALTIES.



# DEATHS.

GHIO-On Wednesday, June 20, 1989, at 1 a. m., Josie Ghio, beloved daughter of Mr. and Mrs. Joseph G. Ghio, after a severe illness, aged 10 years 4 months and 1 day. rai will take place Thursday, June 21, at

HALES—At Eureka Springs. Ark., on Monday, June 18, 1900, Annie May Heles, beloved daughter of William and Anna Hales, aged 18 years.
Funeral Thureday, June 21, 1900, from the Church of the Holy Communion, Twenty-eighth and Washington avenue, at 10 o'clock a. m. Interment private.

MAGEE—Entered into rest at 5 p. m., Sun-day, June 17, 1800, Rebecca B. Magee, widow of Stafford Mag., and mother of Mrs. A. E. Gray-don, at the age of 35 years,

of his age.

Funeral services will be held at the family residence. No. 230! Lecust street, Friday, June 22, at 2:39 p. m. Friends are invited to attend. Interment private. Please omit flowers.

WALSH-On Tuesday, June 19, 1900, at 4:29 p. m., Teresa, beloved daughter of M. J. and Bridget Walsh (see Mullery), and stater of John P. and Julia Walsh and Mrs. John E. Riedy (see Walsh), at the age of 18 years 6 months and 6 days. uneral from family residence, No. 918 North enteenth street. Thursday, June 21, at 2 3, to St. Lawrence O'Toole's Church, thence Calvary Cemetery. Priends invited to at-

WILSON-On Wednesday, June 20, 1200, at 1 a.m. Mrs. Jane Wilson, beloved mother of John 2. Wilson, aged 67 years.
Funeral Troin undertaking rooms of N. S. Clement, No. 123 Chestnut street, on Thursday, luma 21, at 2 p. m., to Christ Church Cathedral, theses to Bellefontaine Cemetery. Interment pri-

# HAS BEEN SOLD.

Deal Completed Whereby Minne apolis and St. Louis Has Obtained Possession.

### CHANGES AMONG OFFICIALS.

It Is Thought the Line Will B Operated Separately-Southern Pacific's Interest-Railroad Notes.

Chicago, Ill., June 29 .- Control of the Iows Central Railroad was obtained to-day by the Minneapolis and St. Louis Railroad Company.

The overturn in the ownership and man agement of the former road was engineered by Edwin Hawley, president of the Min neapolis and St. Louis, and the Eastern representative of the Southern Pacific, Edwin Langdon, president of the Central Bank of New York, and Lew E. Weir, president of the Adams Express Company.

These men arrived from New York in the morning, and at once went to the Iowa Central office in the Old Colony building where a meeting of the stockholders was held and a reorganization effected. The old directors resigned and the following were elected in their stead:

Edwin Hawley, president of the Minneapolis and St. Louis; F. H. Davis, vice pres ident of the Southern Pacific; L. C. Day, general manager of the Minneapolis and St. Louis; John E. Searles of the Sugar Trust. Lew C. Weir, president of the Adams Express Company; Edwin Langdon, presiden of the Central National Bank of New York T. B. Shonts, president of the Indiana, Illinois and Iowa Railroad; Paul Morton, vic president of the Atchison, Topeka and San

a Fe Railroad. Subsequently Edwin Hawley was elected president, F. H. Davis treasurer, L. F. Day vice president.

A majority of the new directors are prominently connected with the Southern Pacific, which practically has had control Pacific, which practically has had control of the Minneapolis and St. Louis. The new officers hold the same position on the Minneapolis and St. Louis, which indicates an amalgamation of the two companies.

The presence of Paul Morton and T. B. Shonts on the Board of Directors indicates close traffic agreements with the roads they represent.

Connection is made with the Santa Fe at Nemo and the latter furnishes connection with the "three I" road. These lines will afford the outlet for the newly consolidated roads to Chicago and the East.

NORTHWESTERN'S BRIDGE.

New Structure Across the Des Moines River at Ogden.

River at Ogden.

"The Northwestern's new bridge across the Des Moines River between Boone and Ogden when completed will be one of the greatest engineering feats in the West." said John Meilen, traveling passenger agent of the that line. "It will be 2.63 feet long and 185 feet above the river. The channel span will be 306 feet long. It will be supported by seventy-four pedestals and the channel span by eight cylinder columns. The masonry will be completed by August 1 and the steel work by January 1. The distance between Boone and Ogden will be shortened three miles by its construction, and the use of the bridge by the Northwestern will give us the short line between Omaha and Chicago.

"Compared with other bridges the Des Moines structure is the highest double-track long bridge in the world. Other bridges in its class are the Kinzue, Loa and Pecos. The former is 2.650 feet long, 302 feet high, has a single track and a total metal weight of 1.400 tons. The Loa Bridge is 890 feet long, 336 feet high, single track and has a total metal weight of 1.400 tons. The Pecos Bridge is 2.180 feet long, 321 feet high, single track and has a total metal weight of 1.600 tons. The Des Moines Bridge has them all lashed to the mast in length and weight, and besides has a double track. Its total weight in metal is 5,830 tons."

### INTERURBAN ELECTRIC. Mutual Benefits for St. Louis and the

Regarding the recent incorporation of the St. Louis and Illinois Electric Railway Company, an attorney for the concern said yesterday.

"The company is organized to build electric railways between St. Louis and Madison and St. Clair counties, so as to give frequent and better means of communication between the East and West sides. The East Side, though in a different State, is practically a part of St. Louis, as its business is chiefly done with St. Louis. Better means of communication between the two are much needed, and this the contemplated electric system will supply.

"It is the intention of the company to apply for a franchise from the city of St. Louis, to get to the business section of St. Louis. The company will run theater cars, to give the East Side the opportunity of patronizing the theaters of St. Louis. Newspaper cars will also be run from 5 o'clock in the morning to distribute the St. Louis papers over its entire system.

"The growth of the East Side is as much a benefit to St. Louis as the growth of the city itself, and better means of communication between the two will greatly add to the business of St. Louis."

PRESIDENTS DO NOTHING.

Texas Roads Cannot Enter the Pro-

posed Pool. Chicago, June 20.—The Western president Chicago, June 20.—The Western presidents devoted the greater part of to-day to the plans for the establishment of pools for the division of passenger business, but when they adjourned they found themselves far from the accomplishment of the susgested purposes.

The Texas lines, it is said, could not see how they, under the anti-trust law, and the influence of the Railroad Commission of the Lone Star State, could judiciously enter into a pooling arrangement sucn as would be necessary to bring about the desired conditions.

Southeastern G. A. R. Rate.

Southeastern G. A. R. Rate.

The Southeastern Passenger Association has announced a rate of one fare for the round trip to the National G. A. R. Encampment at Chicago on August Z. This rate applies only to the Ohio River beyond which the special rates made by lines in that territory will be added.

While no notice has been given that such was intended it is tacitly understood that the rate of 1 cent per mile will be put into effect. This has been decided upon by the Western roads, and it is almost certain to be followed by the Southern lines. One of the traffic managers of a prominent Western road issued an order a few days ago to the effect that he would not allow any soliciting of business for the reunion over his line, proposing to carry only those who sought transportation via his road.

The reason for this action, it is asserted, is that the rate of 1 cent per mile will swamp the roads with business during the week of the reunion and that the passenger travel of three months will be crowded into one week. People who intend going to Chicago later will rush up their preparations in order to secure the benefit of the 1 cent per mile reduction, and the result in the end will be the loss of a great deal more revenue than will be secured by the reduction of the rate.

Trunk Line Freight Officials. New York, June 20.—A meeting of freight officials, representing the roads in the Trunk Line Association, was held to-day in the offices of the association in this city. Commissioner Goddard presided. After the meeting Commissioner Goddard announced that the rate situation was discussed only in a general way, and that no definite action was taken upon the question of the alleged rate-cutting of some of the leading lines.

lines.

Classification rule No. 15, which provides that each separate parcel must be billed with the name of the consignee and charged for separately, was discussed with a view to modification to allow greater liberty in shipping. No final action was taken, however, the matter being referred to a committee.

The holders of the consolidated bends of the Louisville and St. Louis Air Line are not satisfied with the decision of Judge Woods in the foreclosure of this road. Colonel St. John Boyle says that within thirty days an appeal will be taken. The consolidated mortgage bondholders want to participate in the division of \$76,000 worth of second-mortgage boxes hold by Louisville.

CONVENTION FIGURES.



DAWES OF ILLINOIS, One of the Executive Committeemen of the National Committee.



GRIFFITH OF ARIZONA, A National Committeeman.



GURLEY OF TEXAS, Delegate-at-large.

people. These bonds were held to be good by Judge Woods, while the consolidated holders contended that they should have been canceled. It is not yet known wheth-er this litigation will delay the sale of the

Wheeling Terminal Incorporated. Columbus, O., June 28.—The Wheeling Terminal Railway Company filed articles of incorporation with the Secretary of State this afternoon, the capital stock being 12, 600,000. The headquarters of the company will be both at Martin's Ferry, O., and Wheeling, W. Va. The company operates a bridge across the Ohio River in addition to terminal facilities in Wheeling. The incorporators are all Fennsylvania Railway officials.

Electric Consolidation.

Columbus, O., June 29.—An important consolidation of Northern Ohio electric railway interests, was recorded with the Secretary of State to-day. The Cleveland, Elyria and Western Railway Company is being formed by the consolidation of the Cieveland, Berca, Elyria and Oberlin Railway Company, the Lorain County Railway Company and the Oberlin and Wellington Railway Company. The capital stock of the combined company is fixed at \$2,000,000.

Denials by President Fish. Denials by President Fish.

New York, June 29.—President Stuvesant
Fish of the Illinois Central said to-day that
no agreement had been made between the
Illinois Central and the Union Facific, relating to the interchange of traffic at
Omaha, and that there was no foundation
for the Wall street report of new relations
between these two companies. He also said
there was no truth in the rumor that the
Illinois Central was likely to purchase the
Minneapolis and St. Louis.

Harvest-Hand Rate.

Passenger representatives of St. Louis-Kansas City lines heid a meeting yesterday and decided not to tender the harvest-hand rates to Oklahoma and Kansas, re-cently agreed upon, to Eastern lines for basing purposes. They also negatived a proposition to sell these tickets at Union Station, instead of at the Southwestern Mileage Bureau in the Union Trust build-ing.

Personal and Current Notes. -The trunk lines have at last agreed to put in a reduced rate for the glassblowers during their summer vacations. -Ralph Blaisdeil, auditor of the Chica-go, Peoria and St. Louis, was here yester-

day.

J. B. Sessengut, district passenger agent of the lowa Central at Peoria, was a visitor here yesterday. a visitor here yesterday.

Southwestern lines have granted a onefare rate for the Democratic raily at Vinita, I. T., on June 23.

On and after Sunday, June 24, the Illinois Central will run its New Orleans fust
express daily from St. Louis at 1 p\* m.
with the usual dining-car service.

W. J. Caverly, traveling freight and
passenger agent of the Rio Grande Western at Denver, was here yesterday.

Two detachments of the Sixth United
States Cavalry will leave Jefferson Barracks this morning for San Francisco and
Portland.

On the north wall of the city ticket of-

Portland.

On the north wall of the city ticket office of the Louisville and Nashville Railwhy on North Broadway there is a large
industrial map of the country, the only ore
of its kind in St. Louis. George McManus
discovered it and presented it, with a full
explanation, to Division Passenger Agent
G. B. Horner.

At Venta C.

G. B. Herner.

—At Xcnia, O., yesterday Professor F. L. Huesman and Miss Amy M. Baldwin were united in wedlock. He has been connected with the Misseuri Pacific system for many years and been too busy heretofore to take a day off and get married. His St. Louis friends wish him jey and happiness.

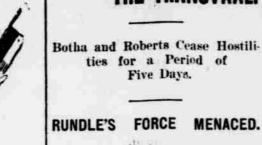
Lincoln Green, assistant general freight. friends wish him joy and happiness.

—Lincoln Green, assistant general freight agent of the Southern, will be promoted soon, it is reported. General Freight Agent E. A. Neill is to be made assistant traffe manager, it is said, and Mr. Green will become general freight agent.

—The Executive Committee of the Western Passenger Association will meet in Chicago to-day.

—The earnings of the Monon for the fiscal year, which ends June 20, will show an increase of \$675,000.

AN ARMISTICE IN



SPECIAL BY CABLE. London, Thursday, June 21 .- (Copyright, 1900, by the New York Herald Company.)-A special dispatch to the Dally Telegraph, dated Pretoria, Sunday, says; "A combined movement to surround Gen-

Boers

eral De Wet is proceeding, and meanwhile the line is to be patrolled by an armored train. General Buller is near Standerton. "Nine hundred and ninety prisoners were removed by the Boers after our capture of Pretoria, to a point forty miles from Ko-

Strength and Aggressiveness

in the Free State-Steyn Rallying His Men.

matipoort.
"General De Wet's prisoners, the Irish Yeomanry and Derbyshire militia, are some where about Vrede. "An informal armistice of five days is

now in operation with Commandant Boths, but at the expiration of this week vigorous action will be taken by Lord Roberts. "It is certain that 200 Boers were killed in recent operation against General Boths ose force mainly consists of Cape rebel

whose force mainly consists of Cape rebels and foreigners."

General Rundle is at Hammonia and is menaced by the Boers in the Ficksburg district. A dispatch from his camp says:

"As the troops came along I could see numbers of Boers moving parallel with us toward Ficksburg and their outposts; also here the Yeomanty exchanged sniping shots with the enemy all the afternoon.

"The Boers are showing considerable "The Boers are showing considerable strength on the hills to the northeast, and are reported to be concentrating toward Ficksburg, with the intention of making a heavy attack at that point on General Rundle's line. "Important developments are probabl

"Former President Steyn and his govern ment at Bethlehem are displaying extraor-dinary energy, and are animating the rem-nant of burghers to continued hostility."

BRITISH AT MACHADODORP. London, June 21, 4:20 a. m.—The British have penetrated Transvaal territory as far as Machadodorp, Passengers, who arrived yesterday at Lorenzo Marquez, from the Transvaal assert that heavy artillary was engaged, and that the Boers abandoned Machadodorp, retiring northward, President Kruger is at Alkmanr.

Borr bulletins, regarding General De Wet's operations along Lord Roberts's communications, assert that two convoys were captured, and 300 workmen, with fifty mili

tary, taken prisoners.

A member of the British House of Commons, who has had an important connection with South Africa, is telling a story of a telegram, alleged to have been received from Cape Town, which says that Mr. Kruser has really examed and is already to ger has really escaped, and is already on the seas bound for Europe, and that the person occupying the executive chair is no Mr. Kruger, but is a substitute.

# **NEWS FROM ROBERTS.**

Situation Continues Favorable-Kitchener's Close Call. London, June 20 .- The War Office has re

ceived the following dispatch from Lord Roberts: "Pretoria, June 20.-Hunter's advance column occupied Krugersdorp without oppo-sition June 18.

"Methuen, who was escerting a large convoy to Helibron yesterday, routed a force under Christian De Wet, who endeavored to prevent him from entering the

"Baden-Powell left this city to-day on his return to Rustenburg. The country is quiet-ing down in that direction. This satisfactory state of affairs will be materially as-sisted by the capture between here and Rustenburg, June 19, of two guns by Hutten's mounted infantry from a body of the enemy under Commandant Duplessis. "Ra lway and telegraph communication with Cape Town is now completely re-

tored.
"All is quiet here and at Johannesburg The shops are open, and the market is daily becoming more crowded and business

According to a Cape Town dispatch General Kitchener had a narrow escape from capture in the engagement at Leeuw Spruit, June 14. He was sieeping in the repair train, when it was attacked, and many of the engineers were captured.

General Kitchener's sleeping car was at Kopjes Station, when the Boers, under General De Wet, suddenly opened a riffe fire at 3 a. m. Kitchener managed to reach his horse and galloped to Rhenoster, two miles distant. The Foers numbered 109 men, with three guns. They burned the culvert, which had just been rebuilt, and derailed the train.

derailed the train.

The Boers, alleged to be hemmed in by General Rundle, began shelling Ficksburg yesterday (June 19). It is said they apprehend that a force is marching from the north upon them, and, hence they will endeavor to break through southward.

**BOER FORCES THINNED OUT.** De Wet Now Has 6,000 Men and Botha Only 2,500.

Lorenzo Marquez, June 20.—Captain Lossberg, an American, who was engaged with the Boer artillery, has arrived here. He says the Boer ammunition factory has been removed to Lydecturg, and ados that General De Wet has 6,000 men in the Free State, General Botha 2,500 in the Transvani and that there are 1,300 burghers in smaller parties. and that there are 1,000 outgars in smaller parties.
Secretary of State Reliz and President Kruger are still in railroad carriages be-tween Machadedorp and Nel Spruit.
It is reported they have £2,000,000 in gold with them.

103 Help Wanted Ads Printed in to-day's Republic.

Long Unbroken Runs.

In 1836 the "Zulu," the then fastest Great Western train, on this same route, covered the distance with two stops in 228 minutes, or upwards of fifty-one miles an hour. There are now three trains from London to Exeter without a stop, the fastest of the three being timed at almost fifty-six miles an hour. There are also two expresses on this road, with no stops, between London and Birmingham, 1291, miles.

During the past decade there have been many well authenticated accounts of high speed on special trains and special runs both for long and short distances. Speed has been made equivalent to seventy-nve, eighty, ninety, 100, 112, and even as high as 129 miles an hour.

One of the fastest (if not the fastest) Long Unbroken Runs.

has been made equivalent to seventy-nve, eighty, ninety, 100, 112, and even as high as F. Lib mites an hour.

One of the fastest dif not the fastest) long-distance trains in the world is the Empire State express on the New York Central and Hudson River Railroad, running danly from New York to Buffalo, 400 miles, which distance is usually covered in 504 milutes, or at an actual speed, deducting stops, of 52.3 miles an hour. On several occasions extra spurts have been made by this train, when the speed has been increased to 100 and 102 miles an hour, and on one occasion—May 11, 1833—a single mile was made in thirty-two seconds, or at the rate of 112.5 miles an hour which is next to the highest recorded speed that has ever been accomplished on any railway.

The New York Central also claims the honor of being the first, and, in fact, the only railway in the world thus far to run a train at the rate of sixty miles an hour over its entire length. On September 14, 1891, a special, consisting of engine and three cars, ran from New York to East Buffalo, 438 miles, in 425 milutes, neductines atoms.

THE TRANSVAAL.



# WESTERN MILITARY ACADEMY, Upper Alton, III

STABLISHED reputation. Limited number. Thoroughly equipped. and assume personal responsibility for their care and instruction.

Ask for Circular.

ALBERT M. JACKSON, A. M., President.



MANUAL TRAINING SCHOOL

C. M. WOODWARD,

MR. JOHN W. SPARGO, Head Assistant High School. Vacation classes for High School and Academic stades only. Skilled instruction for re-examination, etc. Terms reasonable. Hay-ward's Business College, Odd Fellows' building. Ninth and Olive streets.



WILLIAM F. HOLMES, H. J. DIEKNEITE ESTABLISHED IN 184 Missouri State Mutual Fire and Marine Insurance Compas .
Office No. 717 Chestnut St., St. Louis, Mo., theil Main 2711.
Tel. Kinloch A 1682.
élicies Are Written on Either Stock or Mutual

Augustus Nedderhut, Henry C. Haarstick, M. R. Orthwein, Wm. F. Homes.

# Law Department.

City of St. Louis, June 18, 1900.

To Whom It May Concern, Take Notice:

The Commissioners, in the matter of opening alley in city block 2618, under Ordinance No. 19815, will meet at room 224. City Hail, on June 25, 1904, at 3 p. m., for the purpose of assessing benefits occasioned by said opening, and all parties interested are invited to be present; when and where they have the right to be heard, and may except to the Commissioners' report before the Circuit Court when it is filed.

The taxing district for said opening includes the property in city blocks bounded north by Elmbank avenue, south by Greer avenue, east by Newstead avenue and west by Taylor avenue.



for the churc discasses from the Plant hour.

In August, 1894, a train over the Plant System—Atlantic Coast Line and Pennsylvania Railroad—from Jacksonville, Fla., to Washington, D. C., 761 miles, made the entire journey at the rate of 49.37 miles an hour, and in March, 1866, the Philadelphia, Wilminston and Baitimore Railroad ran a train from Baltimore to Grays Ferry, 97½ miles, in 1 hour and 28 minutes.

SUMMER RESORTS.

A SUMMER MOME.

THE NANEPASHEMET. MARBLEHEAD NECK, MASS.

Opens June J. Finest location on the North Shore
Every roum has occan view. Special rates for June
Send for descriptive circular. E. G. Brown, Prop.

Sleepy Hellow Resort, South Haven, Flich A first-class family summer resort, situated on the high bank of Lake Michigan. Fine sandy beach, sloping gently into the lake, insuring safe bathing, it is golf links, basekell, tennis, cro-quet grounds, swings and a thousand shady nooks. Hops and other entertainments every evening. Cuisine unexcelled. For particularies Sieepy Hollow, South Haven, Mich.

Fishers Island, New York A CHARMING SEASIDE RESORT. SEVEN MILES AT SEA.
Three Hours by Rail From New York City,
Thirty-five Minutes by Steamer.
MEETING ALL DAY EXPRESS TRAINS. MANSION HOUSE

NOW OPEN. MUNNATAWKET HOTEL OPENS JULY 1ST.
BATHING, FISHING, SAILING,
MUSIC, CASINO, LIVERY, TENNIS.

THE GLIFF HOUSE

Devil's Lake, Wis

Ten miles below Niagara Falls on Lake On-tario. GOLF-Picturesque nine and eighteen hole links. TENNIS-Finest turf courts in Amer-ica. WHEELING AND RIDING-Picturesque roads and einder paths. BLACK BASS FISH. ING, BEACH BATHING. RATES REASON-ABLE.

HOTEL MACNOLIA MAGNOLIA, MANS.

WILL OPEN FRIDAY JUNE 22
Under new management. Entire organization from Ponce de Leon Hotol. Twenty bath sulter added, house refitted and renovated too to bottom SIX O'CLOCK DINNERS. MEN WAITERS.

STACY & STETSON, Proprietors.
For terms and information, address A. W. HODGDON, Manager. Special terms for June and September.

THE. THO HOLKE, JAMESTOWN

ADIRONDACKS.
BLUE MOUNTAIN LAKE, N. Y.
THE UTOWANA,
FORMERLY PROSPECT HOUSE
New route, via N. Y. C. R. R. Harry Vardon,
champion golfer, will play match games on the
links from August 1 to August 17. N. Y. office,
Astor Court building, Room 24.
J. B. WHITE. Superintendent.

HOTEL MACATAWA, MACATAWA, MICH.

Everything first-class. Rates reasonable. Ar ideal summer hotel, located on the shores of Lake Michigan and Macatawa Bay, near Holland Mich. Good yachting, fishing and bathing. Dail steamboats to and from Chicago. For terms at MRS. M.A. RYDER. Macatawa, Mich.

LONG BRANCH. WEST END HOTEL AND COTTAGES.

NEW LONDON, CONN. Pequot House and Cottages.

Comfortable, well-kept hotels, patronized by NICE people, offering "A DELIGHTFUL COMBINATION OF SEASHORE AND COUNTRY LIFE." Bathing yachting, fishing beautiful macadamized roads for driving and bicycling, ample grounds for tennis and croquet, well-appointed grounds for tennis and croquet, west-special finite.

OUR COTTAGES OFFER MANY INDUCEMENTS TO THOSE WISHING TO ENJOY SUMMER LIFE, with the privacy of their own summers, without the inconvenience of housekeeping, BLANCHARD & HAGER. **AUCTIONEERS.** 

A. A. SELKIRK & CO., **AUCTION and STORAGE** 

BY ORDER OF COURT.

For Sale at Auction.

For each, on Saturday, June 25, 1900, at 10 a.m., at 26 and 58 E. Stein st., St. Louis, the machinery, futures, appliances, borse and way of stock of coffee and merchandise of Jeffrey, Masshall & Co. Purchaser required on knockent down property to pay whole amount of his bid in cash. Sale subject to approval of court to wind up partnership offsire.

AMUSEMENTS.

SELECT RIVER EXCURSION. Saturday Afternoon and Evening, June 23,

UNDER THE AUSPICES OF THE

Knights Templar of St. Louis ON STEAMER CITY OF PROVIDENCE

To Montesano Springs.

The boat will leave the foot of Olive street at 3:30 p. m. sharp, stopping at Lesperance street, also at Kraus street. Carondelet, going down and coming up. Will also land passengers at North Market street on aptrip, arriving there at 10 p. m. and at foot of Olive street 10:30 p. m.

There will be Music, Dancing and Refreshments on board. There will be Music, Dapcing and Reiress, ments on board.

All Masons and their friends will be cordially welcomed.

TICKETS, 20 CENTS. Children under 12 years, 25 cents, to be had of JNO. R. PARSON, 108 N. Eighth street, and at the boal.

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Graduating Exercises, Wednesday evening,
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Graduates of grammar schools enrolled without
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between New York and Chicago, 954 mile;
in 19 hours and 57 minutes, an average speed
for the entire distance of 48.29 miles an

north to avenue, east by Newsteau avenue, east by Newsteau by Taylor avenue, B. SCHNURMACHER, City Counselor.

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fame has more than one occupation. She is
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as much in demand as she is to-day, and it
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cozy dinners in the little room behind the
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